APPENDIX G. PUBLIC HEARING NOTICE, PUBLIC SERVICE ANNOUNCEMENT, HANDOUT, AND TRANSCRIPT AND COMMENT AND RESPONSES

Appendix G contains the public hearing announcement, public service announcement, public hearing handout, public hearing transcripts, public comments, and agency comments. The subsequent sections are as follows:

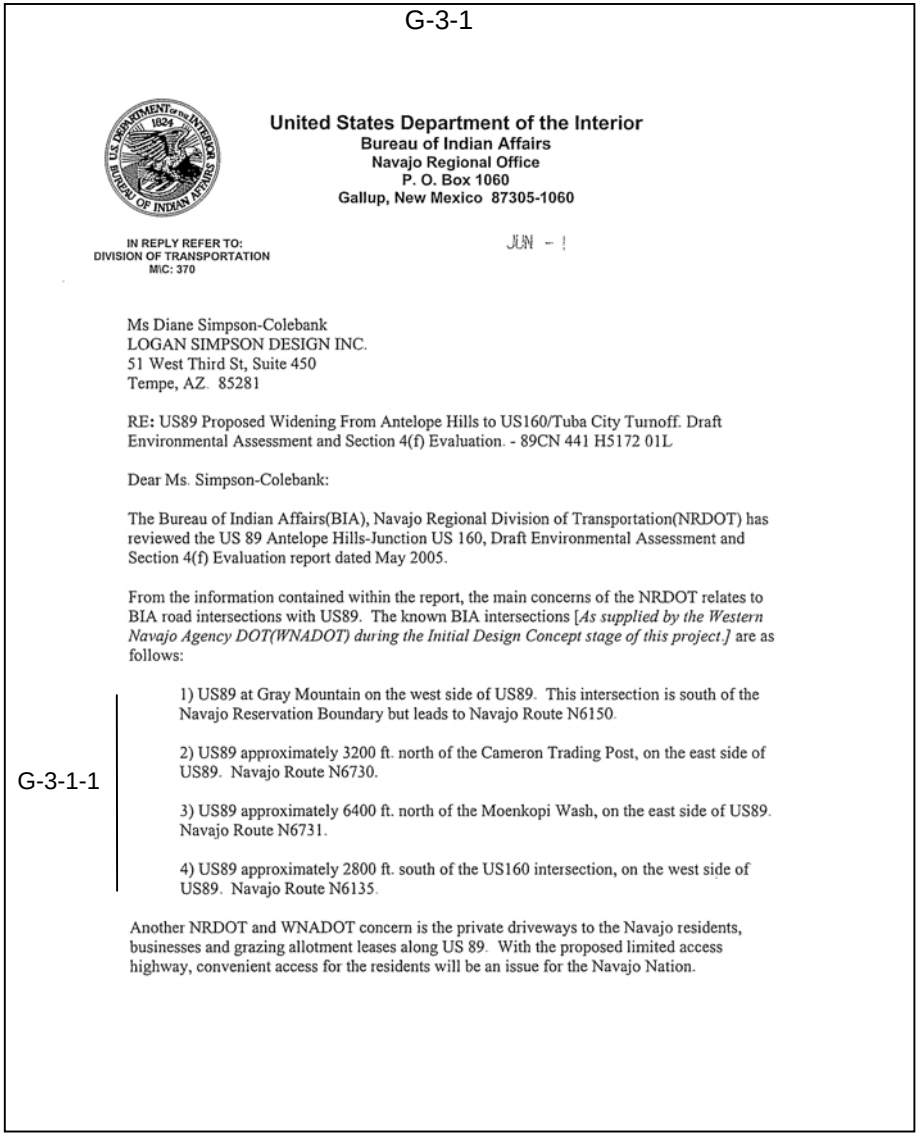
G-1: Public hearing announcement, public service announcement, public hearing handout, and public hearing transcripts

G-2: Public comments

G-3: Agency Comments

Appendix G-3: AGENCY COMMENTS

G-3-1



United States Department of the Interior
Bureau of Indian Affairs
Navajo Regional Office
P. O. Box 1060
Gallup, New Mexico 87305-1060

IN REPLY REFER TO:
DIVISION OF TRANSPORTATION
MIC: 370

JUN - 1

Ms Diane Simpson-Colebank
LOGAN SIMPSON DESIGN INC.
51 West Third St, Suite 450
Tempe, AZ. 85281

RE: US89 Proposed Widening From Antelope Hills to US160/Tuba City Turnoff. Draft Environmental Assessment and Section 4(f) Evaluation. - 89CN 441 H5172 01L

Dear Ms. Simpson-Colebank:

The Bureau of Indian Affairs(BIA), Navajo Regional Division of Transportation(NRDOT) has reviewed the US 89 Antelope Hills-Junction US 160, Draft Environmental Assessment and Section 4(f) Evaluation report dated May 2005.

From the information contained within the report, the main concerns of the NRDOT relates to BIA road intersections with US89. The known BIA intersections [*As supplied by the Western Navajo Agency DOT(WNADOT) during the Initial Design Concept stage of this project.*] are as follows:

G-3-1-1

1) US89 at Gray Mountain on the west side of US89. This intersection is south of the Navajo Reservation Boundary but leads to Navajo Route N6150.

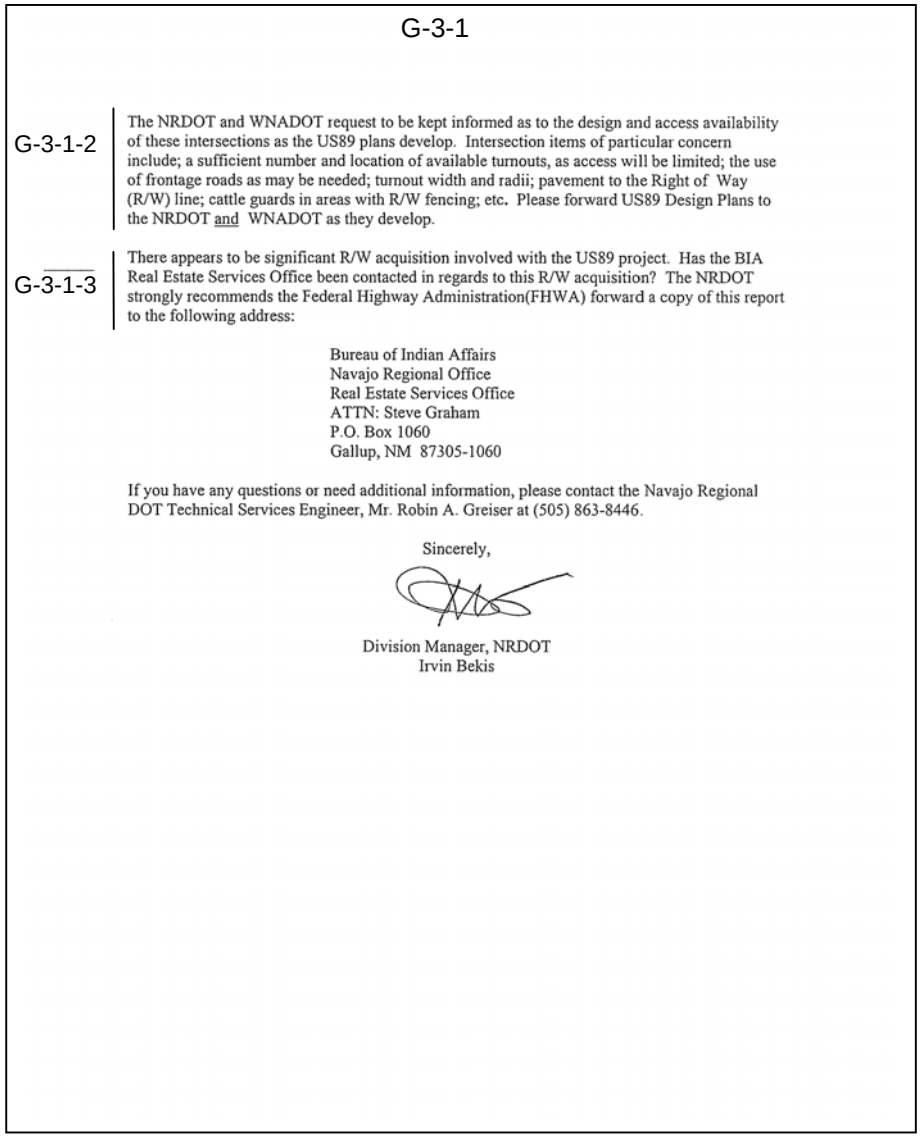
2) US89 approximately 3200 ft. north of the Cameron Trading Post, on the east side of US89. Navajo Route N6730.

3) US89 approximately 6400 ft. north of the Moenkopi Wash, on the east side of US89. Navajo Route N6731.

4) US89 approximately 2800 ft. south of the US160 intersection, on the west side of US89. Navajo Route N6135.

Another NRDOT and WNADOT concern is the private driveways to the Navajo residents, businesses and grazing allotment leases along US 89. With the proposed limited access highway, convenient access for the residents will be an issue for the Navajo Nation.

Response to Comment G-3-1-1
All edits as noted were made in the Final Environmental Assessment.



G-3-1

G-3-1-2 The NRDOT and WNADOT request to be kept informed as to the design and access availability of these intersections as the US89 plans develop. Intersection items of particular concern include; a sufficient number and location of available turnouts, as access will be limited; the use of frontage roads as may be needed; turnout width and radii; pavement to the Right of Way (R/W) line; cattle guards in areas with R/W fencing; etc. Please forward US89 Design Plans to the NRDOT and WNADOT as they develop.

G-3-1-3 There appears to be significant R/W acquisition involved with the US89 project. Has the BIA Real Estate Services Office been contacted in regards to this R/W acquisition? The NRDOT strongly recommends the Federal Highway Administration(FHWA) forward a copy of this report to the following address:

Bureau of Indian Affairs
Navajo Regional Office
Real Estate Services Office
ATTN: Steve Graham
P.O. Box 1060
Gallup, NM 87305-1060

If you have any questions or need additional information, please contact the Navajo Regional DOT Technical Services Engineer, Mr. Robin A. Greiser at (505) 863-8446.

Sincerely,

Division Manager, NRDOT
Irvin Bekis

Response to Comment G-3-3-2
All edits as noted were made in the Final Environmental Assessment.

Response to Comment G-3-3-3
Several copies were sent to offices at the BIA Navajo Regional Office in Gallup, New Mexico.

G-3-2

United States Department of the Interior
NATIONAL PARK SERVICE
WUPATKI – SUNSET CRATER VOLCANO – WALNUT CANYON
NATIONAL MONUMENTS
6400 N. Highway 89
Flagstaff, Arizona 86004

IN REPLY REFER TO:
H4217 (FLAG-RM)

June 10, 2005

Diane Simpson-Colebank
Logan Simpson Design Inc.
51 West Third Street, Suite 450
Tempe, AZ 85281

RE: HA-AZ
Project No. STP-089-C(AEA)
TRACS No. 89 CN 445 H5172 01L
US 89; Antelope Hills-Jct. US 160
Draft Environmental Assessment

Dear Ms. Simpson-Colebank:

Thank you for the opportunity to comment on the US 89/Antelope Hills/Jct US 160 draft Environmental Assessment and Section 4(f) Evaluation. Please refer to our comments and questions below:

G-3-2-1

Page vii, **Design Responsibilities,** no. 11: "The section of right-of-way fence…" This is the section of fence that NPS and AZGFD cooperated with ADOT to have removed to hopefully encourage as a pronghorn crossing. We would agree that this section should remain open until other mitigation is developed for pronghorn movement across US 89.

Page vii, **Roadside Development Section Responsibilities,** no. 2: The NPS would be happy to provide information for seed mixture to use within NPS areas that are disturbed by the project.

Page viii, **Environment & Enhancement Group Responsibilities,** no. 2: The NPS should also be contacted concerning sensitive species. *Pediocactus peeblesianus fickeiseniae* may also be found on NPS lands.

Page viii, **Natural Resource Management Section Responsibility,** no. 1: The NPS would like to be involved in any decisions concerning the use of herbicides and other weed control measures within lands managed by NPS.

Page ix, **Contractor Responsibilities,** no. 7: The NPS would like to review vegetation clearing limits prescribed within NPS lands.

Page x, **Contractor Responsibilities,** no. 11: Five wire barbed fence is not consistent with antelope-friendly designs which would include lowest stand at 16'' above ground surface and comprised of smooth wire.

Response to Comment G-3-2
All edits as noted were made in the Final Environmental Assessment.

G-3-2

G-3-2-1 (Cont.)

Page x, **Contractor Responsibilities**, no. 13: The NPS appreciates the intent to control exotic invasive species. We would like to know where wash sites and staging areas will be located.

Page x, **Contractor Responsibilities**, no. 14: See comment above (Page vii, no. 11).

Page 9, **B. Conformance with Regulations, Land Use Plans, and Other Plans**, Lines 20-28: Although the Wupatki GMP recognizes the potential for expansion of Hwy 89 to 4 lanes, NPS *prefers* that the highway remain in its current footprint through the monument.

Page 24, **A. Ownership, Jurisdiction, and Land Use,** lines 25-26: Wupatki only has one housing area and a primary and secondary maintenance area. Things have changed moderately since the publication of the park's GMP. Suggested edits include the following: **The Monument's north entrance is at MP 444.8 on US 89. This location marks the beginning of the NPS' Scenic Loop Road (also known as Forest Road 545) that provides access through Wupatki and the various developed features that exist and on to Sunset Crater Volcano National Monument. The southern end of the Scenic Loop Road can be accessed at mile post 430.5 on US 89. Monument facilities include a visitor center with an associated residential area and maintenance complex and several developed interpretive use areas that provides access to a number of the park's primary archeological resources, park vistas, and natural environs and landscapes. All areas beyond the park's developed facilities are closed to unguided entry (National Park Service 2002).** Note: The reference cited for the GMP as it currently exists for this section does not correspond to the reference presented on page 88 in Section VIII, Bibliography.

Page 25, **B. Right-of-way/Easement:** We would suggest that a statement be included which states that road improvement within Wupatki National Monument would occur within the existing right-of-way and would not require any new easement from the NPS.

Pages 39-43, **H. Noise Analysis**: No mention is made of potential impacts to NPS lands. Maintaining natural quiet is a high priority for the NPS. Were any noise level analyses done for the park? Could estimates of potential effects to visitors be evaluated?

Page 54, *4. Agriculture and Grazing*, line 24: See comment above (Page x, no. 11) concerning 5 strand barbed wire fence.

Page 55, **O. Vegetation and Invasive Species,** line 18: Yucca is not a member of the cactus family.

Page 55, **O. Vegetation and Invasive Species,** lines 28-29: Please remove the statement that indicates that "park biologists are increasingly concerned about the encroachment of juniper trees…" Although it is true that junipers are expanding into the monument, they are not exotic species. We may want to reword the sentence to indicate that the grassland is being altered by other factors than exotic species invasion.

Page 56, **O. Vegetation and Invasive Species,** lines 15-19: The NPS believes that there are other invasive plants in the project area that could be potentially spread including Russian thistle, cheat grass, kochia, halogeton, and others.

Page 56, **O. Vegetation and Invasive Species,** lines 21-34: The NPS is very concerned about the potential for spreading exotic plant species. We would like to know where vehicles will be

G-3-2

washed and staged. We would also like to know what treatments will be used in control measures. We believe there may be substantial impact in terms of the spread of exotics.

Page 61, f. Fickeisen pincushion cactus, line 20: Fickeisen pincushion cactus may also exist on NPS lands. We would like to see the area surveyed for the species when the follow-up consultation work is undertaken.

G-3-2-1 (Cont.)

Page 68, h. American pronghorn, lines 6-33: The NPS has been concerned about maintaining pronghorn connectivity throughout its involvement in this project. We have been working in partnership with AZGFD and Babbitt ranches to help in mitigating the effects of fence barriers and road barriers. We maintain that we are partners in the attempts to construct potential mitigating structures and would like to emphasize in this document as a cooperating agency our commitment to maintain connectivity for pronghorn and other species as part of our requirements under the NPS Organic Act and NPS policy. The NPS has a responsibility to maintain healthy, natural populations of wildlife within the lands under its management.

Page 70, **2. *Timber Harvesting***, line 17: Salt cedar trees …editing needed on this sentence. We believe the sentence should read: "Salt cedar trees and juniper occur sporadically…"

Page 79, lines 11-25: Refer to the comments on Page 68, h. American pronghorn, lines 6-33.

Page E-2, Programmatic Agreement: Have all the signatures been received from the signatories, invited signatories and concurring parties?

If you have questions regarding these comments, please contact Compliance Coordinator Jeri DeYoung at (928) 526-1157 ext. 236, or Todd R. Metzger, Chief Resources Management at (928) 526-1157 ext. 222.

Sincerely,

Palma E. Wilson

/s/ Palma E. Wilson
Superintendent

G-3-3

United States Department of the Interior
Bureau of Indian Affairs
Navajo Regional Office
P. O. Box 1060
Gallup, New Mexico 87305-1060

IN REPLY REFER TO:
DIVISION OF TRANSPORTATION
MIC: 370

JUN - 1

Ms Diane Simpson-Colebank
LOGAN SIMPSON DESIGN INC.
51 West Third St, Suite 450
Tempe, AZ. 85281

RE: US89 Proposed Widening From Antelope Hills to US160/Tuba City Turnoff. Draft Environmental Assessment and Section 4(f) Evaluation. - 89CN 441 H5172 01L

Dear Ms. Simpson-Colebank:

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G-3-3-1

1) US89 at Gray Mountain on the west side of US89. This intersection is south of the Navajo Reservation Boundary but leads to Navajo Route N6150.

2) US89 approximately 3200 ft. north of the Cameron Trading Post, on the east side of US89. Navajo Route N6730.

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Another NRDOT and WNADOT concern is the private driveways to the Navajo residents, businesses and grazing allotment leases along US 89. With the proposed limited access highway, convenient access for the residents will be an issue for the Navajo Nation.

Response to Comment G-3-3-1
All edits as noted were made in the Final Environmental Assessment.

G-3-4

The NRDOT and WNADOT request to be kept informed as to the design and access availability of these intersections as the US89 plans develop. Intersection items of particular concern include; a sufficient number and location of available turnouts, as access will be limited; the use of frontage roads as may be needed; turnout width and radii; pavement to the Right of Way (R/W) line; cattle guards in areas with R/W fencing; etc. Please forward US89 Design Plans to the NRDOT and WNADOT as they develop.

There appears to be significant R/W acquisition involved with the US89 project. Has the BIA Real Estate Services Office been contacted in regards to this R/W acquisition? The NRDOT strongly recommends the Federal Highway Administration(FHWA) forward a copy of this report to the following address:

Bureau of Indian Affairs
Navajo Regional Office
Real Estate Services Office
ATTN: Steve Graham
P.O. Box 1060
Gallup, NM 87305-1060

If you have any questions or need additional information, please contact the Navajo Regional DOT Technical Services Engineer, Mr. Robin A. Greiser at (505) 863-8446.

Sincerely,

Division Manager, NRDOT
Irvin Bekis

G-3-4

Comments addressing Pronghorn Movement

Pronghorn populations in Arizona have suffered major declines as a result of habitat fragmentation. Department's studies continue to show pronghorn populations confined by barriers of fencing and roadways. The Department believes the loss of historic connectivity (genetic and collective population memory loss) that provided access to habitats capable of supporting populations during normal life history or catastrophic climatic events contributes to stagnation and decline of Arizona's pronghorn populations. As described on page 71 of the Draft EA, ADOT's Environmental Enhancement Group (EEG) will coordinate a pronghorn research project and establish a Technical Advisory Committee (TAC) consisting of members representing various federal and state agencies. The purpose of this research project as stated in the Draft EA will be to, "…identify the potential location and conceptual design of a crossing structure if warranted for consideration prior to final project design." The Department appreciates the commitment of ADOT and the other agencies to form a TAC to address this very important issue of fragmented pronghorn habitat.

G-3-4-1

The Department understands that a wildlife crossing will be constructed if recommended by the TAC. If the TAC recommends a wildlife crossing and there's a possibility that a structure will not be constructed, please provide further clarification to the Department. Modifications to fencing by either removing them or relocating them are possible mitigation features, however at this time with present understanding, the preferred alternative would be to construct crossing structures to facilitate pronghorn crossing of roadways (Bright and van Riper III 2001). At this time neither an overpass nor an underpass are known to pass pronghorn, but Bright and van Riper III (2001), also state that modifications such as widening an existing underpass to allow better visibility may prove successful to enhancing pronghorn movement across Highway 89. Researchers in other states are working on the challenge of determining which kind of structure (an overpass or underpass) would work best for pronghorn. The research project needs to remain in touch with these activities and gather the latest information relative to pronghorn crossing structures and present that to the TAC for consideration.

G-3-4-2

Streams and washes are identified as critical areas for wildlife connectivity as wildlife move through their habitat to meet their daily or migratory needs. Therefore the Department is interested in maintaining current wildlife connectivity through washes and streams and recognizes that there may also be opportunities to enhance connectivity where bridges or culverts are being repaired or widened. The Draft EA states that seven bridges, 44 reinforced concrete box culverts, and approximately 127 pipe culverts would require modification for the proposed roadway widening (page 22). Because most of the bridges span washes, they most likely have dry periods, however, the Department supports modifications to bridges that span uplands to provide continued habitat and a corridor for terrestrial wildlife movement for those periods when flooding could occur. The most important design feature for maintaining wildlife habitat connectivity at bridges which cross rivers and riparian systems is to extend the span beyond the waterway so that unsubmerged land can provide for wildlife movement (Smith et al. 1996). Additionally, box culverts are typically used by a variety of wildlife species and as indicated in the

Response to Comment G-3-4-1

If the Wildlife Connectivity Technical Advisory Committee (WCTAC) recommends a crossing structure, the construction of the structure will be based on available funds.

Response to Comment G-3-4-2

The objectives of the WCTAC would not be limited to pronghorn movement, but would also include wildlife connectivity along the project area. Recommendations from the WCTAC for modifications to culverts and bridges could be included where feasible throughout the project area. This would include design recommendations for substrate, drainage, appropriate signage location, and lighting of the various culvert crossings–as well as drift fencing location and design.

G-3-4

G-3-4-2 (Cont.)

Draft EA there are 12 existing box culverts that provide for livestock/wildlife crossings (page 57). Typically, rip-rap is used to reduce scouring at the culvert inlet and outlet, however, this material is typically avoided by wildlife as it is difficult for many species to traverse. According to Sandra Jacobson, some wildlife prefer natural substrates and therefore the use of bottomless culverts would be preferred to box culverts (Jacobson 2002). Culverts that allow visibility will generally be used more frequently by wildlife. In addition, concrete box culverts may hold water and are less preferred by some wildlife than an arched culvert with natural substrate. Pipeline culverts can also be modified to be more wildlife-friendly by creating slotted pipelines to allow natural light into the pipe.

As stated on p. 76 of the Draft EA, wildlife/vehicle collisions within existing and proposed roadways would increase following the widening of US89 and may increase the presence of carrion feeders. The Department recommends assessing current structures for the potential to make them more wildlife friendly. The addition of fences or walls used in conjunction with bridges, culverts, and pipelines will also help funnel wildlife to those openings and should reduce wildlife mortality on roadways. The Department is willing to consult with ADOT to make culverts more effective in passing wildlife across US 89.

The Department would be willing to provide more specific recommendations for particular species in the project area. The Department would also be interested in reviewing any roadkill data that may be available which would assist in determining what type of species are crossing US 89 and their locations to determine which culverts and bridges may provide opportunities for more successful crossings if there are opportunities to incorporate wildlife-friendly features into their designs. Signage may also be included to warn motorists of potential wildlife crossings once those locations are identified.

G-3-4-3

Lastly, in section vii of the Mitigation Measures, the Department is in full support of leaving the right-of-way fencing down from milepost 444.1 to 444.2. We do ask, however, that where new right-of-way fencing is being constructed within the grassland habitat, that ADOT consider using game standard fencing to facilitate pronghorn movements. Game standard fencing is a three-strand fence with the bottom wire being smooth and 18 inches off the ground.

Bright, J. and C. van Riper III. 2001. The influence of habitat types, water sources, and movement barriers on pronghorn antelope home ranges in northern arizona. Published as part of the U.S. Geological Survey report series, Proceedings of the Fifth Biennial Conference of Research on the Colorado Plateau. U.S. Geological Survey/FRESC Report Series USGSFRESC/COPL/2001/24.

Jacobson, Sandra. 2002. Wildlife Crossings Toolkit. The Basic Deer Underpass. http://www.wildlifecrossings.info/sa014.htm.

Smith, Daniel J., Larry D. Harris, and Frank J. Mazzotti. 1996. A landscape approach to examining the impact of roads on the ecological functions associated with wildlife movement and movement corridors: problems and solutions. In Evink, G. L. et al,

Response to Comment G-3-4-3

Standard game fencing will be used as right-of-way fencing in the project area except between milepost (MP) 444.1 and MP 444.2, where no fencing will be placed until the WCTAC provides its recommendations.

G-3-4

eds, Trends in addressing transportation related wildlife mortality; Proceedings of the transportation related wildlife mortality seminar. Report FL-ER-58-96, Florida Department of Transportation, Tallahassee, FL

Comments addressing Humpback Chub

The Department is concerned about the potential impacts from this project to the humpback chub. Humpback chub were federally listed as endangered in 1967 and since that time have suffered extreme declines in number and distribution. Further, the humpback chub population below the Little Colorado River Bridge on highway 89 is one of the last remaining populations. The Department carefully monitors humpback chub populations to identify and remedy specific factors causing continued population declines.

G-3-4-4

The Department is also a cooperating agency of the Glen Canyon Dam Adaptive Management Program (AMP). The AMP has undertaken a significant effort to draft the Humpback Chub Comprehensive Plan; and the draft is dated June 9, 2004. The Plan outlines in #17, attached, the need to develop an emergency response/contingency plan for protection of downstream species from spills into the Little Colorado River at Cameron or other potential sites. The Department is interested in meeting with ADOT to review the current Arizona Department of Transportation Standard Specifications for Road and Bridge Construction and any other emergency response plans so that opportunities can be identified to develop and implement a hazardous spills protocol for the Cameron Bridge. The goals of the AMP include the development of a well-designed contingency plan providing details about each step involved in preparing for, and responding to, material spills into the Little Colorado River channel, specifically, at Cameron Bridge on Highway 89. The Department is interested in working with ADOT to develop a contingency plan for material spills to meet the goals of the Humpback Chub Comprehensive Plan and to ensure adequate protection measures are in place for the humpback chub, prior to project implementation.

Response to Comment G-3-4-4

Review of ADOT's standard specifications for road and bridge construction, as well as implementation of a hazardous materials spill protocol could occur independent of the US 89 project. Material spills could occur at any time along the current alignment. AGFD should contact Barry Crockett, at ADOT's Contract and Specifications Section (602-712-6956), to review the standard specifications and work to develop a "site specific" response plan for the Cameron Bridge area. For future needs, contact Flagstaff District Engineer (928-774-1491).

parties to provide reasonable assurances that conditions needed for recovered humpback chub populations will be maintained..

Status: The LCRMOM process has been active sporadically over the past several years. The project described here should be implemented as soon as feasible to reinvigorate the LCRMOM effort as well as ensure protection of the HBC. GCDAMP funding has been allocated for FY 2005 to facilitate plan development.

17. Develop an emergency response/contingency plan for protection of downstream species from spills into the Little Colorado River at Cameron or other potential sites.

The recently adopted Recovery Goals amend the Humpback chub Recovery Plan and establish "Site-Specific Management Actions to Achieve Recovery." For Grand Canyon, it states the need to: Review and modify, if necessary, state and federal hazardous spills emergency response plans to insure adequate protection from spills, including prevention and quick response to spills; develop and implement a hazardous spills protocol for the Cameron Bridge. This project therefore should undertake to develop a well-designed contingency plan providing details about each step involved in preparing for, and responding to, spills of materials into the Little Colorado River channel at Cameron Bridge on Highway 89 or other potential sites for the express purpose of protecting fish species in the Little Colorado River.

Adaptive Management Program

Management Objective 2.1 – Maintain or attain humpback chub abundance and year-class strength in the LCR and other aggregations at appropriate levels for viable populations and to remove jeopardy.
Management Objective 2.2 – Sustain or establish viable HBC spawning aggregations outside the LCR in the Colorado River ecosystem below Glen Canyon Dam to remove *jeopardy.*
Goal 7 – Establish water temperature, quality and flow dynamics to achieve GCDAMP ecosystem goals.
Management Objective 7.2 – Maintain water quality in the mainstem of the Colorado *River ecosystem.*

Recovery Goals

5.2.2.4 Factor D – Adequate existing regulatory mechanisms
Management Action D-2 – Provide for the long-term management and protection of humpback chub populations and their habitats.
Task D-2.1 – Identify elements needed for the development of conservation plans that are necessary to provide for the long-term management and protection of humpback chub populations.
Task D-2.2 – Develop and implement conservation plans and execute agreements among State agencies, Federal agencies, Native American tribes, and other interested

parties to provide reasonable assurances that conditions needed for recovered humpback chub populations will be maintained.

5.225 Factor E – Other natural or manmade factors for which protection has been provided.

Management Action E-1 – Minimize the risk of hazardous-materials spills in critical habitat.

Task E-1.1 – Review and recommend modifications to State and Federal hazardous-materials spills emergency-response plans to ensure adequate protection for humpback chub populations from hazardous–materials spills, including prevention and quick response to hazardous-materials spills.

Task E-1.2 – Implement State and Federal emergency-response plans that contain the necessary preventive measures for hazardous-materials spills.

Task E-1.3 – Identify measures to minimize the risk of hazardous-materials spills from transport of materials along U.S. Highway 89 at and near the two Cameron bridges spanning the Little Colorado River.

Task E-1.4 – Implement measures to minimize risk of hazardous-materials spills from transport of materials along U.S. Highway 89 at and near the two Cameron bridges spanning the Little Colorado River.

Biological Opinion

Element 2 - Protect humpback chub spawning population and habitat in the LCR by being instrumental in developing a management plan for this river.

Status: This project has not been funded.

18. Develop a pollution control plan for Little Colorado River Basin.

The plan would provide a comprehensive evaluation of threats to the HBC and its critical habitat that may arise from pollution generating activities in the LCR basin and suggest potential actions to ameliorate these threats. This would first entail a comprehensive review of existing plans and projects of federal, state, tribal, local and private entities as well as adopted and planned water quality standards and objectives for the watershed related specifically to aquatic life. Next, the project would identify various pollution scenarios related to both point and nonpoint sources of pollutants. Subsequently, the project would identify appropriate response actions that could be employed to deal with the identified pollution scenarios. It is desirable that the project be implemented in such as manner as to complement and be consistent with the broader LCR Watershed Management Plan. It should provide appropriate background information on watershed activities representing potential pollution threats with particular emphasis on HBC, *identify all relevant institutional responsibilities and contact information, and available* response capabilities including equipment. Furthermore the project should identify existing best management practices, treatment and control practices, likely sources of unintended pollution scenarios, and recommendations regarding response scenarios and responsibilities.

G-3-5

United States Department of the Interior

NATIONAL PARK SERVICE
Wupatki-Sunset Crater Volcano-Walnut Canyon
National Monuments
6400 N. Highway 89
Flagstaff, Arizona 86004

IN REPLY REFER TO:
L7617 (FLAG-RM)

September 12, 2005

Dear Interested Party:

Subject: Proposed Fire Cache/Maintenance/Resource Facility at Sunset Crater Volcano National Monument
Reference: Request for Comments on Initial Proposed Action (General Scoping)

The National Park Service (NPS) is in the initial stages of planning for a Fire Cache/Maintenance/Resource Facility at Sunset Crater Volcano National Monument. This project would be located at the Sunset Crater Volcano Administrative Site (see attached maps).

Sunset Crater Volcano National Monument was proclaimed a national monument in 1930. Infrastructure for the monument was constructed during the Mission 66 era in the mid to late 1960s and provides limited work and storage space for maintenance, fire, and resource management activities. The limited work and storage space has led to inefficient operations and unsafe work environments for employees. Infrastructure at Sunset Crater Volcano includes a visitor center/ maintenance complex and employee housing area. The complex was determined eligible for listing in the National Register of Historic Places through a consensus determination of eligibility between the Arizona State Historic Preservation Office and the National Park Service in February 2004.

Purpose and Need for Action: The purpose of the proposed fire, maintenance, and resource facility is to correct unsafe work conditions and improve operational efficiency by consolidating equipment and employee work spaces.

Proposed Action: As proposed, the facility would consist of approximately 12,000 square feet of work and storage space. The location and size of the facility is based on recommendations made in the Sunset Crater Volcano National Monument General Management Plan (2004), draft Fire Management Plan, and space analysis prepared by an NPS architect working in coordination with park staff.

Before we begin the environmental analysis for this project, we would like to hear your viewpoints on the action and any issues or concerns you have regarding the proposal. Please send your comments no later than October 15, 2005 using one of the methods outlined below. To comment using the internet, please go to http://parkplanning.nps.gov. To submit comments in this manner select "Flagstaff Areas" from the drop down box and then follow the link for the Sunset Crater Volcano Fire Cache and Maintenance and Resource Facility project.

TAKE PRIDE IN AMERICA

G-3-5

Sep.27. 2005 9:52AM FEDERAL HIGHWAY No.0619 P. 2/3

Comments can be sent via e-mail to FLAG_Superintendent@nps.gov or by regular mail to:

Flagstaff Area National Monuments
Attn: Palma Wilson, Superintendent
6400 N. Hwy 89
Flagstaff, Arizona 86004

Please be aware that names and addresses of respondents may be released if requested under the Freedom of Information Act. Our practice is to make comments, including names and home addresses of respondents, available for public review during regular business hours. Individuals may request that we withhold their home address from the record, which we will honor to the extent allowable by law. There also may be circumstances in which we would withhold from the record a respondent's identity, as allowable by law. If you wish us to withhold your name and/or address, you must state this prominently at the beginning of your comment. We will make all submissions from organizations or businesses, available for public inspection in their entirety. Anonymous comments may be included in the public record. However, the National Park Service is not legally required to consider or respond to anonymous comments.

We appreciate your input on this proposal. If you have any questions regarding this project, please call Jeri DeYoung, Compliance Program Manager, at 526-1157.

Sincerely,

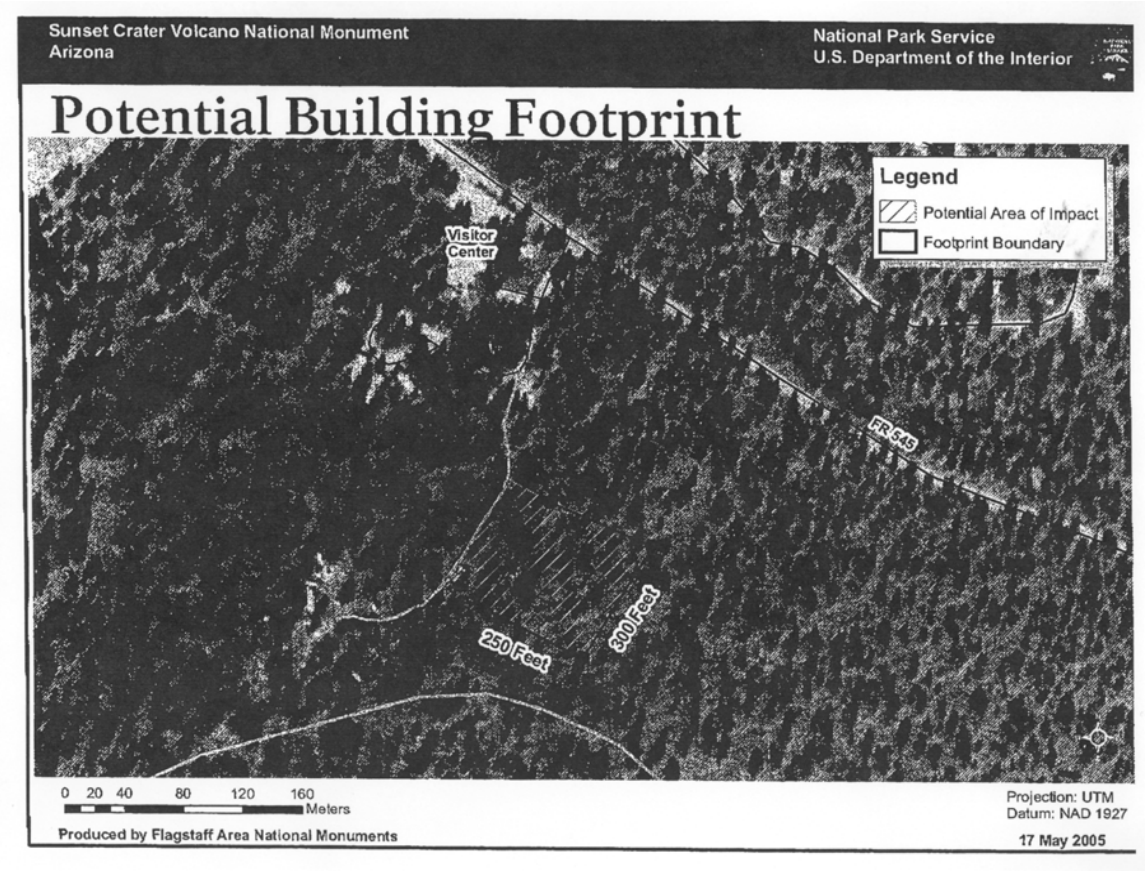
Palma E. Wilson

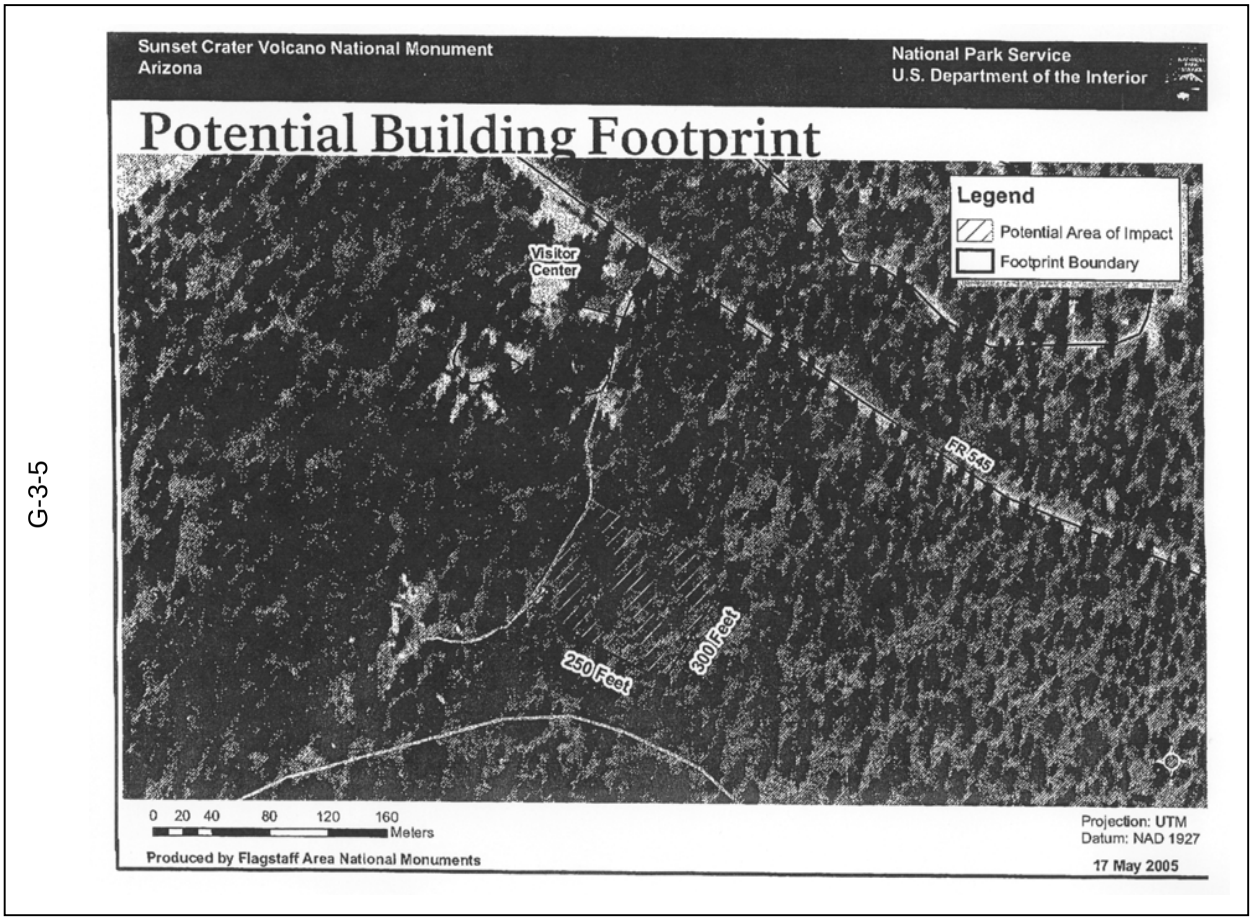
Palma E. Wilson
Superintendent

Enclosure

If you would like to receive a hard copy of the Environmental Assessment (EA) for this project when it is complete, please contact Palma Wilson at 928-526-1157 or at FLAG_Superinttendent@nps.gov or at 6400 N. Hwy 89, Flagstaff, Arizona 86004, and a copy will be sent to you during the comment period. If you do not respond to this request, a hard copy of the EA will not be sent to you. However, please be aware that this EA (when complete) and other environmental documents are routinely available for

G-3-5


Sunset Crater Volcano National Monument
Arizona
National Park Service
U.S. Department of the Interior
Potential Building Footprint
Legend
Potential Area of Impact
Footprint Boundary
Visitor Center
FR 545
250 Feet
300 Feet
0 20 40 80 120 160
Meters
Produced by Flagstaff Area National Monuments
Projection: UTM
Datum: NAD 1927
17 May 2005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